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feedback

Canadian Aviation Service Difficulty Reports

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Canada

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FeedBack is published quarterly by the Continuing Airworthiness Division of Transport Canada, informing the aviation community of reported day-to-day problems that affect aircraft airworthiness in Canada.

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The articles contained in *FeedBack* are derived from Service Difficulty Reports (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Civil Aviation Regulation* (CAR) 591.

Service Difficulty Reports (SDR) are normally published verbatim. Transport Canada assumes no responsibility for the accuracy or content of any of these reports. Only grammatical or spelling errors are corrected and content may be reduced as well as personal references deleted.

All defects or occurrences should be reported to Transport Canada through the Service Difficulty Reporting Program. For additional information about this program or concerning an article in feedback magazine, contact your nearest Transport Canada Centre.

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TP 6980E

FIXED WING

BRITISH AEROSPACE BAE 125-800A SDR # 20061104001

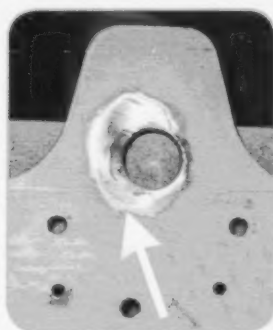
Reinforcement Plate Corroded

Upon visual inspection and cleaning of attachment lug area of a vertical fin to horizontal stabilizer, the technician noticed material flaking off of one bolthole area. Further inspection revealed exfoliation corrosion. Since this type of corrosion is difficult to detect visually it was only when the technician was cleaning the area that he noticed the damage.

Upon consultation with the manufacturer (Raytheon), the corrosion was removed to determine the extent of penetration and coverage (photo illustration). The penetration and coverage was determined to be out-of-tolerance and required replacement of the reinforcement plate. This was the first time the manufacturer had come across this type of discrepancy.

Especially significant was the fact that it was exfoliation corrosion and not any type of surface corrosion. The task to replace the part was extensive, requiring specialized jigs, tools and machining along with rigging checks. The job was successfully completed by a qualified service center.

One of the most destructive forms of corrosion is exfoliation corrosion. Exfoliation corrosion follows grain boundaries. It occurs in multiple planes, causing a leaf-like separation of the metal grain structure. This form of corrosion causes a loss of load-carrying capability. The most effective way to control this kind of corrosion is to have a grain structure that is not susceptible to exfoliation.



Transport Canada recommends that operators and maintenance organization be cognizant of the manufacturer's Corrosion Prevention and Control Program (CPCP) and aging aircraft initiatives. ✖

Corroded (exfoliation) area blended out - Out-of-Tolerance

DASSAULT FALCON 50

SDR # 20060615002

Horizontal Stabilizer - Guide Plate Disconnected

The horizontal guide plate located in the area of the horizontal and vertical stabilizer interface was found detached. Closer observation revealed that the guide plate was bent and lying freely on top of a rib integral to the horizontal stabilizer assembly.

Fortunately, this situation was discovered because there was a potential of the detached guide plate interfering with

the elevator control linkage. This defect was noted when a technician required access to this area for another reason.

The guide plate was repaired in accordance with the manufacturer's instructions and then reattached to the horizontal stabilizer fillet assembly.

Maintenance personnel with extensive experience on Falcon aircraft had not seen this situation before. The submitter recommended that the guide plate rivets be closely inspected whenever the spring fillet assembly is removed.

The spring-loaded horizontal stabilizer fairings are located at the horizontal stabilizer and vertical stabilizer interface and move with horizontal stabilizer trim inputs, providing aerodynamic functionality. The spring loaded fairing assembly can be difficult to install and requires close attention to detail because of attached hardware. The guide plate is attached to the fairing but is not visible unless the spring-loaded fairing is removed for inspection or other maintenance activity. Close attention to this area is recommended. ✖

DASSAULT FALCON 2000

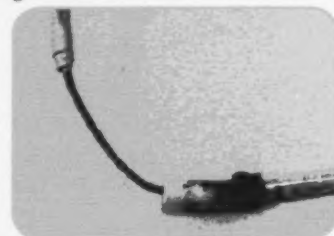
SDR # 20060911006

Incorrect Light Bulb - Missed It by One Number

While performing the post flight inspection, an electrical burning odor was detected in the aft area of the cabin. Further inspection of the lavatory mirror vanity lights was carried out and one lamp was found to be defective. When the lamp was removed for replacement, it was noticed that one end of the lamp assembly had started to melt. With the defective lamp assembly removed it was also noted that the defective part number was incorrect. The lamp found installed was AL-845-T-279 however, lamp assembly AL-845-T-279-F should have been installed as per the Falcon 2000 IPC.

After the defective lamp assembly was removed and tested, the electrical burning smell in the cabin was no longer present.

Extreme care must be used when installing interior or exterior lamps. The smallest deviation in part number could heat things up. ✖



DE HAVILLAND DHC 2

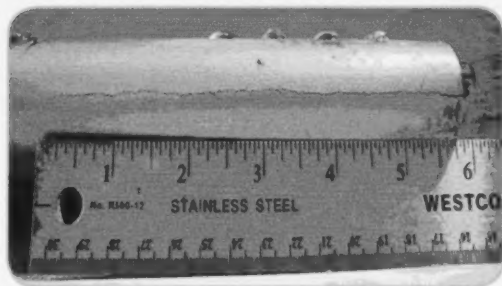
SDR # 20061016004

Float Strut Stress Cracks

During 100-hour inspection of a DHC 2 (Beaver), six (6) inch stress cracks were found to have originated at the top forward side of the struts on the right and left rear float struts.

Time-in-service is unknown and total aircraft time is over 22,000 hours. The aircraft is operated exclusively on floats in a corrosive environment and generally adverse landing conditions.

Most of these legacy aircraft have seen many hours of operation in a corrosive environment and rough water landings are common. The deterioration of aircraft structural elements can be greatly accelerated by the environment and undesirable landing conditions. Special attention to these legacy aircraft will keep them structurally sound and safely flying for many more years. ✖



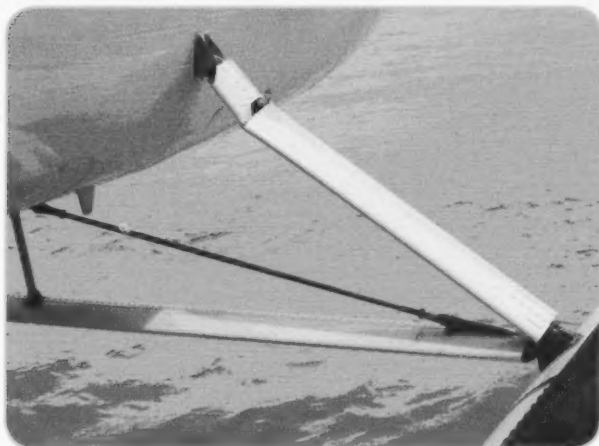
DE HAVILLAND DHC 6

SDR # 20060920010

Float Struts Broken

A foreign operator of a DHC-6 Twin Otter reported to the aircraft manufacturer that he landed in high waves and broke both front float struts. The aircraft taxied to the dock without incident.

A maintenance technician inspected the aircraft for other damage caused by landing in such rough water. No other damage was evident. Both front float struts were replaced and the aircraft returned to service.



The aircraft manufacturer has had reported incidents derived from floatplanes landing in extremely rough waters. Recently the manufacturer has issued service bulletins and will revise the Maintenance Manual due to reported engine mount failures. These failures were a consequence of extended operations in rough waters.

Transport Canada recommends following the manufacturers' recommended operational procedures and inspection criteria.

When operations require you to utilize the aircraft in extreme conditions, preventive maintenance and additional inspections may have to be considered. ✖

DE HAVILLAND DHC 8

SDR # 20061026002

Aileron Control Cable Worn

During the C-check inspection, five out of eight cable pulley bearings within the wing aileron system were found seized and had flat spots

All cables passing through these pulleys had to be replaced due to the chafing wear; the worst one was cable, part number 82700519-001.

Depending on your operation and environmental conditions in which you operate, these pulley bearings may require a more frequent inspection.

- *Inspect the pulley bearing to ensure it is not seized and the pulley rotates smoothly.*
- *Inspect the condition of the pulley groove to confirm that it is not excessively worn and has no flat spots, which could cause the pulley to jam and not rotate.*

The cable part number 82700519-001 is Item 440, Figure 25, on page 84 of the Dash 8-100 Aircraft Illustrated Parts Catalogue PSM 1-8-4. A picture of this badly worn cable and pulley is illustrated. ✖



DE HAVILLAND DHC 8-102

SDR # 20061103002

Mounting Adapter Cracked

During a C-check inspection, a crack was discovered on the rudder actuator-mounting adaptor (upper) to the vertical stab spar. The crack is approximately 2.5 inches around the circumference of the adaptor tube.



Although there is no probable cause mentioned, it is likely stress induced fatigue cracking. A thorough visual inspection by the technician detected this crack and prevented subsequent failure of the mount. ✖



Passenger Call Button Circuit Board Shorted

Upon arrival at the main base for overnight maintenance, flight attendants alerted maintenance personnel that a number of the passenger call button lights could not be reset. During the course of the maintenance check, it was discovered that all of the passenger service unit (PSU) control circuit boards had heat damage.

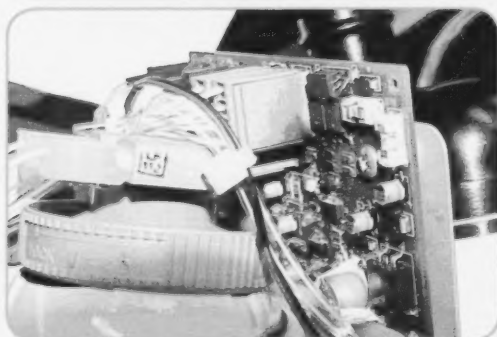
Investigation into the cause of the circuit board damage revealed that the wire on the outlet side of all of the PSU control circuit boards had chafed through the outer insulation resulting in a short circuit to ground at STN X312.35. This short circuit resulted in the outlet transistor to burn out on all PSU control circuit boards.

All aircraft cabin PSU's were replaced and the aircraft returned to operational service.

It is to be noted that since the aircraft was brought into service, the area of the wire chafe had not been inspected nor was it a requirement. The damaged wire was able to contact a trim support clip because the wiring bundle was incorrectly placed outside of the cable trough.

The aircraft manufacturer has indicated that an investigation into this incident was conducted. It has been determined that the wiring bundle should have been in the wire trough provided. Also, as per the drawings, no insulation clip is located in this area.

The manufacturer is considering the addition of a fuse to prevent damage to the PSU if an electrical short in the wiring installation were to occur. ✱



STN X312.35 - Wire 3322AP
- Cable trough - Insulation retainer Clip

Copilot's Display Unit Short-Circuited

During flight, the crew reported that the copilot's primary flight display (PFD) went blank, then came back on in post mode (green T) and then went permanently blank again.

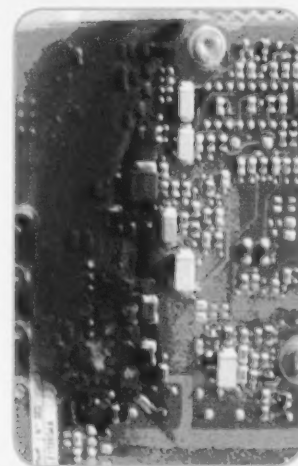
Following this incident a burning odor with no visible smoke or flames was detected. The odor was carried throughout the cabin by the re-circulation fan and detected by the flight attendants. Mechanics found evidence of soot around the cooling holes of the removed PFD.

The part was returned to the PFD manufacturer for investigation. The manufacturer reported a strong burnt smell before disassembly. When the power was turned on to the PFD unit there was high smoke emission. The root cause analysis was the short circuit on C43. This type of ceramic capacitor (C43) is no longer used on power supply module (PSM) boards.



This SB is applicable to the Thales Avionics SMART MULTI-FUNCTION DISPLAY 6X8 (SMD68) PNR C19190AB04. The SB indicates that for each display with Serial Number below 892 equipped with PSM board Serial Number below 1531, it is recommend to exchange the PSM board by a new one with a Serial Number above 1531 (1531 included). ✱

Thales Avionics (manufacturer) issued a service bulletin (SB) C19190A-31-014 to inform operators of the introduction of a new technology of capacitors in the PSM board in order to prevent capacitors from breaking and causing short circuits.



Rudder Attachment Assembly Damaged

While performing an aircraft walk around, there was excessive play found at the rudder upper attachment bolt.

Further investigation discovered the upper attachment bolt had elongated the hole and also damaged the nose rib. When trying to remove the bolt, the nut plate broke away and a piece of the nose rib that was already cracked actually broke away with the nut plate. The bolt head had to be cut off to remove the rudder and the upper bearing was found damaged. The damaged rudder is now awaiting parts to facilitate a repair.



Maintainers are reminded that movement of flight controls while performing daily checks can detect latent failures. Had this defect gone undetected, serious rudder control restrictions could have been experienced. ✖

PROPELLERS

HAMILTON STANDARD PROPELLER 14SF-7 (DHC 8-102)
SDR # 20060905006

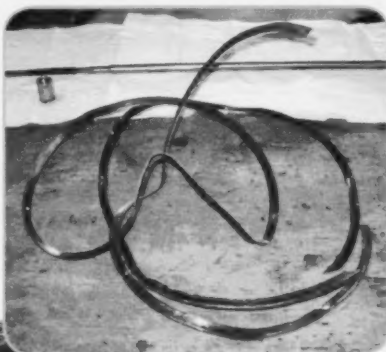
Brush Block Slip Ring – Bulkhead Separation

The flight crew snagged the LH propeller de-ice system as unserviceable as there was no indication on the electrical load gauge.

Upon further investigation, maintenance personnel found that all three of the propeller brush block slip rings had separated from the propeller bulkhead and then wrapped around the propeller shaft.

The surrounding area of the engine compartment was inspected but no damage was found.

The propeller bulkhead has been sent out for repair and a strip report. ✖



Slip Rings

HARTZELL PROPELLERS HCB5MP

SDR # 20060926005

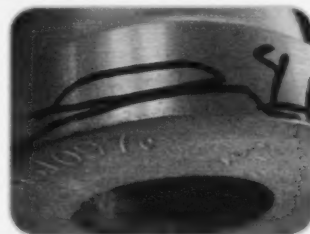
Propeller Blade Retention Shanks – Corroded

A visual inspection revealed corrosion on the blade shanks of all the five blades that were removed from Shorts

& Harland SD3-60 aircraft. Even after rework to the specified minimum dimensions, the corrosion damage was still present. It was noted that the blade width and thickness was well above minimum dimensions.

All five propeller blades were removed from service.

Environmental factors may have contributed to the excessive corrosion found on the blade retention shanks. ✖



WOODWARD PROPELLERS

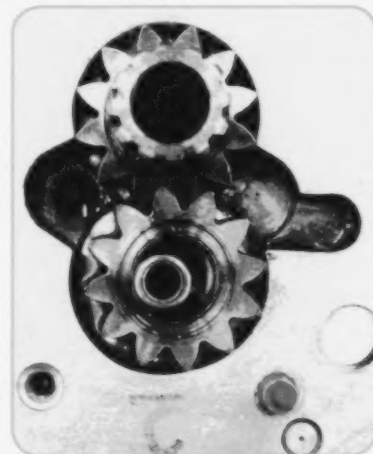
SDR # 20060804006

Propeller Governor – Idler Gear Bushing Worn

The engine was submitted for its scheduled first time overhaul. When the propeller governor 1584 hours time since new (TSN) was dismantled for cleaning before overall inspection, it was discovered that the idler gear bushing, P/N 5337050, was severely worn. The excessive bushing wear resulted in an elliptical rotation of the idler gear, which caused the gear pocket to wear in an oval manner on the pressure side.

A normal idler gear bushing measures approximately 0.100", however this worn idler gear bushing measured 0.0175". It is not known what caused this excessive bushing wear.

The periodic oil analysis did not detect any metal contamination. After discovering this condition, the maintainers were unable to rotate the



gears manually and found that the gears would stick and bind. This raised concerns that if this occurred in service, then seizure and complete loss of propeller governor oil pressure (loss of thrust) was possible.

ENGINES

GENERAL ELECTRIC CF34-3B1 [CL600-2B19 (RJ200)]
SDR # 20060728004

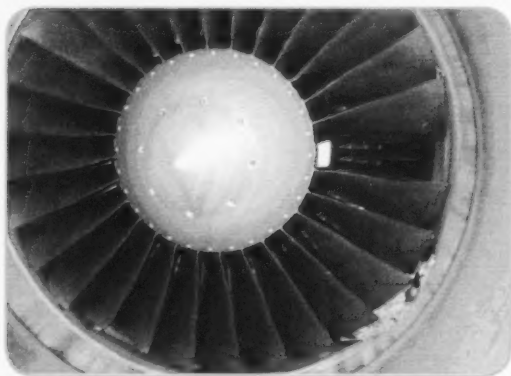
Fan Blade Liberation

While climbing out to 18,000 feet, the cockpit crew heard a loud bang, followed by high vibrations on the #1 engine. The fire warning initiated and the pilot discharged the fire bottles and shut down the engine. An emergency was declared and the aircraft returned to departure airfield and performed an uneventful single-engine landing.

Maintenance personnel reported that one of the fan blades was missing and that the jet pipe appeared burnt and cracked.

The General Electric field service representative observed that one fan blade and the outboard fan cowling was missing. Two (2) small punctures were noted in the fan containment case as well as damage to the bolts that connect the LP Turbine and HP Turbine flanges. Fire damage to the exhaust nozzle was evident.

Shortly after this event, the engine manufacturer issued an All Operator's Wire CF34-06-07 related to this event. Investigation is ongoing at this time to determine the cause of failure of the #11 fan blade. ✖



HONEYWELL (ALLISON) 250-C20B SDR # 20060927002

Fuel Control Unit Fuel Filter – Contaminated

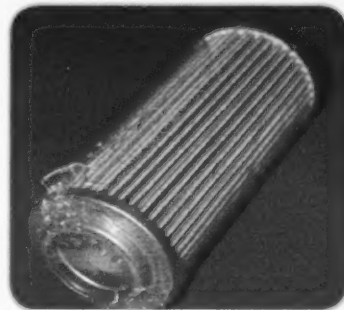
The engine-driven fuel pump filter was replaced with a new PMA filter which was pre-packaged in plastic wrap. This particular PMA filter has an opening at one end and is sealed at the other end. The installer used his finger to remove the plastic wrapping, however a piece of plastic inadvertently got pushed up inside the fuel filter.

The governor manufacturer stated that they seen a similar wear condition before on a TPE 331 engine which had a propeller governor of similar design. ✖

During a functional check when fuel was introduced into the system, the plastic remnants traveled up the fuel line and lodged inside the fuel control unit (FCU) fuel filter.

The SDR submitter stated that the Purolator airframe fuel filters are also wrapped in this fashion. The main difference is that the airframe fuel filter is open at both ends allowing pieces of plastic to fall through it. Maintainers must be aware of this problem and ensure that filters are free of contaminants prior to installation.

Transport Canada Civil Aviation concurs with the SDR submitter's recommendation that maintainers ensure that filters are clear of contaminants. Always double-check before installing parts. ✖



HONEYWELL GTCP36-150RJ (CL600 2B19)
SDR # 20060604002

Honeywell APU– Smoke/Flames

While taxiing out to the runway for takeoff, the crew noted a slight exhaust/fuel odor. Shortly thereafter, the crew was advised that a flame was seen coming out of the APU exhaust. The crew did not have any indication of an APU fire. However, the crew shutdown the APU and taxied off the active runway. Shortly after stopping the aircraft, an APU Fire Fail and APU Fire Warning message was received on EICAS (Engine Indication Crew Alert System). The crew discharged one fire bottle into the APU area.

The airfield firefighters arrived and discharged halon into the APU enclosure while the passengers were safely evacuated. The APU was replaced and the aircraft returned to service.

The APU teardown investigation revealed there was a fuel leak/separation at the #2 atomizer fitting caused by a high cycle fatigue (HCF) crack in the tube. Additionally, the lower B-nut on the fuel solenoid was leaking. The HCF crack initiated from areas on the outside diameter of the fuel tube and was produced as a result of reverse bending.

It appears that the bending of the fuel tube was a contributing factor in the APU fuel leakage and resultant fire. Proper maintenance of fuel lines and fittings is critical because of the flammability of fuel. Even a small leak in a confined area can produce an explosive atmosphere, which can be ignited by any kind of spark. ✖

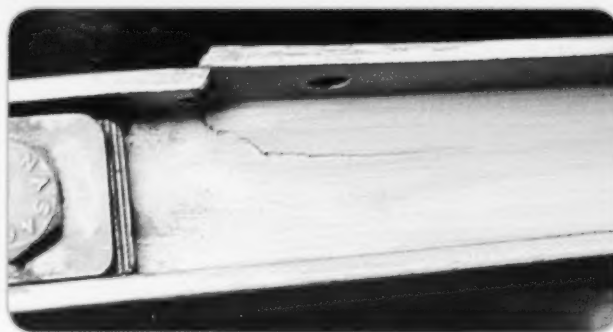
PRATT & WHITNEY CANADA PT6A-67B [CL600 2B19 (RJ100)]
SDR # 20060918009

Engine Thrust Reverser – Track Cracked

While carrying out an inspection on the engine thrust reverser system, the AME visually detected a significant crack on the LH lower thrust reverser track.

Reference: CSP A-006 IPC Chapter 78-34-11, Figure 1, Item 75A & 95A.

The cause of the thrust reverser crack is likely due to time in service. ✖



HEADS UP

Exhaust Type Heaters & Carbon Monoxide Hazards

One of the most common types of aircraft interior heaters is the exhaust type shroud (muff) heater that is primarily used in reciprocating, single engine aircraft.

This is a simple design that uses exhaust heat transfer. A shroud (muff) is placed around the exhaust stack and during flight the outside atmospheric ram air is forced through the shroud (muff) and around the exhaust stack thus allowing heat to transfer ducting and then into the aircraft interior. While in flight, the pilot can regulate the interior temperature by using an alternate source of atmospheric ram air.

One of the inherent dangers of the exhaust type heater is the possibility of carbon monoxide poisoning (CO). CO gases are colorless, tasteless and odorless, thus becoming even more insidious as they become mixed with other engine fumes/gases, while operating in the aircraft environment. Long exposure to low CO concentrations is as hazardous as short exposure to high concentrations.

Personnel are reminded to remain current with the inspection requirements detailed in Transport Canada Airworthiness Directive CF-90-03R2 titled "Exhaust Type Cabin & Cockpit Heaters". Additionally, it may be prudent to conduct more frequent pre or post flight

inspections, paying particular attention to exhaust stack welds/seams and for possible exhaust leaks inside the shroud (muff). Some aircraft manufacturer recommends that exhaust manifold and heater assembly be inspected as frequently as every 25 hours. CO can also seep into the aircraft interior through openings in the firewall or cabin fuselage or heating system. The danger of CO poisoning during winter operations is heightened because the fresh air vents and windows are normally closed.

Currently, there are two types of CO detectors available to measure CO concentrations in the aircraft capsule. One type of detector draws a sample of air into a tube containing material that will change color according to the amount of CO that is present. Another type of CO detector uses a porous plastic disc that contains a chemical, which will change colors according to the concentration levels of detectable CO.

Transport Canada recommends that operators install CO detectors in their aircraft.

For further information, it is highly recommended that operators also refer to *Federal Aviation Administration* (FAA) Advisory Circular (AC) 20-32B located at <http://www.faa.gov>. ✖

EQUIPMENT ADS

Transport Canada (TC) endeavours to send copies of new airworthiness directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

The following new ADs on equipment have been received by TC in the last three months. AMEs and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local TCC, their PMI, or from the Civil Aviation AD website at: <http://www.tc.gc.ca/aviation/applications/cawis-swimn>

AVIO INTERIORS	2006-0264	EU	Equipment & Furnishings - Passenger Seats Rear Fitting
CALEDONIAN AIRBORNE	2006-0241	EU	Replacement of Main Case P/N BC85-051 and piston BC85-052 with improved units made of stainless steel 6S80D
GOODYEAR	2006-18-08	US	Goodyear Aviation Tires - tread separations and tread-area bulges
HONEYWELL	2006-19-04	US	To prevent the transponder of the COM unit from going into standby mode
INTERTECHNIQUE-ZODIA	2006-0286-E	EU	Oxygen Reserve Cylinders - Removal/Emptying
PARACHUTE SHOP	2006-0279	EU	Equipment/Furnishings - Parachute Equipment - Removal from Service
RECARO A/C SEATING	2006-0220	EU	Equipment - Passenger Seats - Inspection of Seatbelt Shackle
SANDEL AVIONICS	2006-16-18	US	Bearing error caused by input fault & software error - Install Placard, Revise Flight Manual and update Software.
STC ST02129AK	2006-15-12	US	Carrying both cargo and passengers in the same compartment
STC ST02177AK	2006-15-11	US	Carrying both cargo and passengers in the same compartment
TECNAM	2006-0234	EU	Equipment & Furnishings - Seat Rail Stops - Inspection

FAA SPECIAL AIRWORTHINESS BULLETINS (SAIBs)

An SAIB is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD).

<http://www.faa.gov/aircraft/safety/alerts/SAIB/>

SAIB #	MANUFACTURER	MODEL	ISSUE DATE DD/MM/YY
SW-07-10	Eurocopter France	EC 155B and EC155B1 helicopters	11/06/2006
NE-07-09	Teledyne Continental Motors (TCM)	IO-520, TSIO-520, IO-550, IOF-550 engines	10/31/2006
CE-07-08	Cirrus Design Corporation	SR20 & SR22 airplanes	10/31/2006
	Columbia Aircraft Manufacturing	LC41-550FG & LC42-550FG airplanes	
	Piper Aircraft Inc.	PA-28, PA-32, PA-34, PA-44, PA-46 airplanes	
CE-07-07	Socata	TBM 700 airplanes	10/27/2006
CE-07-06	General Aviation Aircraft	Alcohol (ethanol or methanol) present in the automobile gasoline	10/27/2006
SW-07-05	FH-1100 Manufacturing Corporation (Siam Hiller Holdings, Inc.)	1100 (OH-5A) and FH-1100 helicopters	10/27/2006
CE-07-04	Grob	G120A airplanes	10/18/2006
NM-06-54R1	Transport Category Airplanes	Handheld fire extinguishers	10/18/2006
NE-07-03	Pratt & Whitney Canada (P&WC)	JT15D-5 series engines	10/12/2006
CE-07-02	Garmin	WAAS receiver equipment; GNS 480 and CNX80 Navigation System	10/12/2006
NE-07-01	General Electric Aircraft Engines (GE)	CF6-80C2 and CF6-80E1 series turbofan engines	10/12/2006

SERVICE DIFFICULTY REPORTS

LEGEND

JASC Joint Aircraft System Code number defining assembly/system/component

SDR NO. TCA assigned SDR control number - please quote in any correspondence or inquiries

RGN TCA region of SDR submitter:

PAC = Pacific PNR = Prairie and Northern

ONT = Ontario

QUE = Quebec

ATL = Atlantic

NCR = Ottawa (HQ)

VAR = More than one Region

MAKE/MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
AIRCRAFT						
AERO COMMANDER						
690	5540	FITTING	4200821	WORN/LOOSE RIVET	20060714004	PNR
AEROSPATIALE						
AS 350B2	5210	DOOR SEAL	852G10	DEPARTING	20060803001	PAC
AS 350B2	6220	YOKE ASSEMBLY STOP	350A37116200	FAILED	20060922002	PNR
AS 350B2	6720	FRICTION/GUIDE SHIM (PAD)	350A75111720	SERVICEABLE	20060710005	PAC
AS 350BA	2913	SLEEVE COUPLING	S40	UNSERVICEABLE	20060804007	PNR
AS 350BA	6310	FREEWHEEL ASSEMBLY	35013001	MAKING METAL	2 SDRs	PAC
AS 350BA	6420	BEARING	704A33651190	BEARING NOISE	20060807002	PNR
AS 350BA	7931	OIL PRESSURE	704A37642043	UNSERVICEABLE	20060907006	QUE
ATR 42 300	3244	TIRE ASSY	308419030		20060829003	ONT
AIR TRACTOR						
AT 802	6340	LOWER SHAFT BEARING		WORN	20060901005	ATL
AIRBUS						
A310 308	2312	VHF CONTROL PANEL	8992125014	SMOKE	20060728005	QUE
A310 308	2900	HYDRAULIC LINE	A29181081000	CHAFED	20060822003	QUE
A310 308	3246	MAIN WHEEL ASSY	C201950001	LEAKING 2	0060822002	QUE
A320 214	2565	EMERG SLIDE		BURNT	20060920011	ONT
A340 313	3444	TERRAIN SWITCH	9650976003206	WIRES BURNT	20060725001	QUE
A340 541	2500				20060801007	QUE
BAE - UK						
3112	3246	INNER WHEEL HALF ASSY	300720	SERVICEABLE	20060719005	PNR
3112	5610	LEFT WINDSHIELD	1379628C401		20060808007	NCR
BAE 146 200	2740	LEVER ARM	HC273H0344	FAILED	20060810007	NCR
BAE - USA						
HS 125 700A	5280	DOOR ASSY - RH	5UDZ198	CRACKED	20060906011	NCR
BEECH						
100	3240	PARK BRAKE VALVE	4500SA1	FAILED	20060907002	PNR
100	3243	CHECK VALVE O-RING	NIS28775011	CUT	20060908002	PNR
1900C	3260	LIGHT ASSY	3086070843004	NOT ILLUMINATED	20060911001	PNR
1900D	2612	FIREWIRE	24412886	CHAFED	20060725004	ONT
1900D	2910	HYDRAULIC MLG LINE	1013880167	LEAKING	20060907007	PNR

MAKE/MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
BELL TETRION - CANADA						
1900D		CABLE	11452403725	BROKEN	20060926004	ONT
200	3210	TORQUE KNEE	1158100325	CRACKED	20060928004	ONT
200	5610	OUTER GLASS PANE		CRACKED	20060926003	PNR
200	7712	TORQUE TRANSMITTER		FAILED	20060810005	PNR
A100	2750	FLAP MOTOR	1013890053	U/S	20060906024	ONT
A100	5544	BEAM	1005240731	CRACKED	20060712008	ONT
B200	000	DOUBLER	504200337	DAMAGED	20060804009	PNR
B300	3230	MOTOR	50420066281	EXCESSIVE DRAW	20060705008	PNR
B300	7922	BYPASS VALVE	M710501	U/S	20060821005	ATL
B90	3230	HYD-SELECTOR VALVE	723747	INTERNAL BYPASS	2 SDRs	ONT
C90A	3246	CONE/BEARING	25800	DESTROYED	20060922001	ONT
E90	5311	FRAME LH, FRAME RH	21401400	CRACKED	20060822006	ONT
BELL TETRION - CANADA						
206B	2435	STARTER GENERATOR	23032027	SHEARED	20060925007	PAC
206B	2910	FITTING-CROSS	AN937D6	CORRODED	20060829001	PNR
206B	5302	FITTING	206031329103S	CRACKED	20060801004	PNR
206B	6320	FILLER CAP (LANYARD) F506	CAPASSY	LEAKING	20060707007	PAC
206B	7920	FILTER ASSY	03807205	WRONG FILTER	20060803002	PAC
206B	0000	INBOARD SKIN	80011P12F20	CRACKED	20060913003	PNR
206L 3	2910	HOSE	70061H000T13	CRACKED	20060803004	ONT
222	6220	PENDULUM WEIGHT	222011114103	CRACKED	20060921003	QUE
407	1000	WASHER	S3526EC4	CRACKED	20060818002	QUE
407	5302	TAILBOOM	407530014101	SEPARATED	20060818003	ONT
407	6220	SHEAR BEARING	407310101101	DEBONDED	20060712001	ATL
412	0000	SUPPORT	212030041233	SHORTED PINS A/B	20060913005	QUE
412CF	6220	SPINDLE ASSY	412010190105	JAMMED OPEN	20060814002	PNR
412EP	2897	CONNECTOR 1B14P1	MS3456W1455S		20060906014	QUE
412EP	2910	CHECK VALVE	206076437003		20060728001	QUE
BELL TETRION - USA						
204B	6720	BOLT		UNSERVICEABLE	20060818004	PNR
205A 1	6210	MAIN ROTOR BLADE	204011250001	CRACK	20060706002	PNR
205A 1	6220	ACORN NUT	204011116001	CRACKED	20060727001	PAC
205A 1	6510	HANGER BEARING	2040406009	FAILED	20060728003	PNR
205A 1	6730	T/R HYD. SERVO ACTUATOR	205076031003	FAILED	20060907005	PNR
212	7170	DRAIN VALVE	475C61NSX	UNSERVICEABLE	20060907004	QUE
212	7931	PRESSURE SWITCH	2090620031	LEAKING	20060815003	PNR
BOEING						
727 223	3241	CONNECTOR	D4668	U/S	20060925009	PAC
727 225	2740	O-RING	MS28775232	SWELLED	20060724001	ONT
727 225	5230	MUICRO SWITCH		OUT OF RIG	20060728002	ONT
727 225	7312	START VALVE	97907021	FAILED	20060918010	PAC
727 233	2781	INDICATION SWITCH	10608197	FAILED	20060929002	ONT
727 243	2433	TRANSFORMER RECTIFIE	1032573	SMOKED	20060706004	ONT
727 247	7110	FIRE DETECTION CONTROL	656020916	O/C	20060803003	PNR
737 217	2730	BEARING	69403483	SEIZED	20060829004	PNR
737 400	5101	FRAME	654653170	CORRODED	4 SDRs	PAC
737 522	2710	PULLEY	BACP30F9	CORRODED/SEIZED	2 SDRs	PAC
737 522	2913	HYDRAULIC LINE	65C268091131	CRACKED	20060706001	ATL
737 522	2920	LOW PRESSURE SWITCH	65448917	FAILED	20060901002	ATL
767 328	2565	OFF-WING ESCAPE SLIDE	GOODRICH	DEPLOYED	20060829005	NCR

MAKE/MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
767 333	2913	WIRE W440-001-18		CHAFED	20060825001	QUE
767 375	3200	WARNING CARD	285T003117	U/S	20060918002	QUE
BOMBARDIER						
CL600 2B19 (RJ100)	752	EICAS MESSAGE		U/S	20060802004	ATL
CL600 2B19 (RJ100)	3300	BALLAST	BR90002	NEW	2 SDRs	ONT
CL600 2B19 (RJ100)	5512	VISOR ASSY	60021134434	CRACKED	20060919004	ATL
CL600 2B19 (RJ100)	5610	L/H WINDOW	NP1393225	CRACKED	20060906004	NCR
CL600 2B19 (RJ100)	7200	ENGINE	CF343A1	U/S	20060808011	NCR
CL600 2B19 (RJ100)	7830	TRACK	22850809119	CRACKED	20060918009	ATL
CL600 2B19 (RJ100)	7931	SCAVENGE SCREENS		FAILED	20060925005	ATL
CL600 2C10 (RJ700)	2100	AIR CYCLE MACHINE	GG670950099	PACK FAILED	2 SDRs	NCR
CL600 2C10 (RJ700)	5610	L/H SIDE WINDOW	NP15932211	CRACKED/SHATTERED	8 SDRs	VAR
CL600 2D15 (705)	2330	SCREEN		TORN	20060920012	NCR
CL600 2D24 (RJ900)	7931	OIL PRESSURE TRANSDUCER	4120T16P01	NEW	20060705001	NCR
BRITTEN NORMAN						
BN2A 26	3246	INNER WHEEL HALF	16103000	CRACKED	20060702001	PAC
CANADAIR						
CL215 1A10	2910	HYD CHECKVALVE	AN62498	CRACKED	20060704020	PNR
CL215 1A10	2913	PUMP FACE ATTACH	66WA300	BROKEN	20060706008	PNR
CL215 1A10	8530	CYLINDER	327628	CRACKED	20060713003	PNR
CL215 6B11 (CL215T)	7800	NOZZLE EXHAUST		DETACHED	20060830002	NCR
CL215 6B11 (CL415)	2810	FUEL CELLS		LEAKING	4SDRs	VAR
CL600 2A12 (601)	7314	ENGINE FUEL PUMP	6052T06P05	BROKEN SHAFT	20060828001	QUE
CL600 2B16 (601 3A)	2497	GENERATOR FEED CABLE WIRE	2XA80ABBLU	BURNT AND MELTED	20060712003	PNR
CESSNA						
150M	5530	FITTING	04310093	CORRODED	20060707005	ONT
172K	5511	FRONT SPAR ASSEMBLY	053200198	CRACKED	20060825003	ONT
172M	2497	22QA WIRE	D4FF10316GA	BURNT	20060711002	PNR
172M	3246	BRAKE LINING RIVET	RA105002	SHEARED	20060806001	PNR
172M	5710	L/H DRIP ASSEMBLY	052303018	CRACKED	20060810004	PAC
172M	0000	OVERVOLTAGE CONNECTION		U/S	20060903001	PAC
172P	8530	CYLINDER	SLC36005F	CRACKED	20060711006	PAC
172P	0000	BULKHEAD	05503214	CRACKED	2 SDRs	PAC
172P	0000	CYLINDER ASSY	SLC36005F	CRACKED	20060724008	PAC
172R	2510	SEAT BACK FRAME	07190131	BROKEN	20060914004	PNR
172S	3221	MAIN GEAR LEG BUSHING	05412024	SEPARATION	20060913002	ONT
172S	6113	FWD PROP SPINNER BULKHEAD	05522311	CRACKED	20060913001	ONT
185D	5712	RIB	07221991	CRACKED	20060716001	PAC
208B	2400	TRIM PANEL	26150181	DISCOLORED	20060921006	NCR
208B	3010	DEICE BOOT	29S7D517515	DISTORTED	20060908001	PNR
208B	3201	FAIRING	264101828	ON CONDITION	20060925001	PNR
208B	3246	WHEEL HALF - OUTER	16211800	CRACKED	20060807001	ATL
550	2121	FAN	99101133	FAILED	20060905003	ONT
550	2435	BRUSHES	230760011	WORN OVER HALF	20060726007	PAC
550	2710	POTENTIOMETER	7020362	SEPARATED	20060719003	ONT
550	2720	GUARD TUBE	656530129	DELAMINATED	20060731001	ONT
550	3246	NOSE WHEEL	95442077	CORROSION	20060712006	ONT
550	7714	N2 SPEED INDICATOR	991214736	SHORTED	20060731005	ONT
560	2133	OUTFLOW VALVE	52771338	FAILED	20060920005	PAC
560	2431	TEMPERATURE SENSOR	S35979	FAILED	20060817002	PAC

MAKE/MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
560	2510	INERTIA REEL	01073370	BROKEN	20060817005	PAC
560	7830	SHAFT SEAL	25630005	LEAKING	20060817003	PAC
750	7322	TR SOLENOID	183238001	GROUND DOWN	20060825004	ONT
750	5610	WINDSHIELD	991438012	SHATTERED	20060906026	ONT
A185E	3300	LIGHT RHEOSTAT	S18802	U/S	20060705005	PAC
A185F	5520	HINGE ASSEMBLY-STABILIZER	075100331	SEVERAL CRACKS	20060825002	ONT
A185F	7120	ENGINE MOUNT	12116011	CRACKED	20060717003	PNR
U206B	5280	MLG OUTBOARD FITTING	S122210	CRACKED	20060808006	ONT
U206B	7322	THROTTLE CONTROL	075302781	UNSERVICEABLE	20060710003	ONT
U206F	3242	TORQUE PLATE		CRACKED	20060821001	PNR
CHAMPION						
7ECA	0000	STRINGER SUPPORT	222182	FAILED GUSSET	20060928003	PAC
CONAIR						
FIRECAT	2910	LDG GEAR DOWN LINE	89H1014738LGD4	CHAFED	20060706007	PAC
TURBO FIRECAT	0000	EXPLOSION SUPPRESSANT FOAM		DETERIORATION	20060911002	PAC
CONFAIR - CANADA						
340	7300	ATTACHMENT BOLT	AN4H12A	SEVERLY WORN	20060817001	PAC
DASSAULT						
FALCON 2000	3300	LAMP ASSEMBLY	AL845T279	MELTED	20060911006	PNR
DEHAVILLAND - CANADA						
DHC 2 MKI	2820	PIPE	C2P2009	CORRODED/LEAKING	20060822008	PAC
DHC 5	7800	FLANGE RING	C5P156171	FAILED	20060724002	PNR
DHC 6	2434	GENERATOR		FAILED	20060920007	PAC
DHC 6	3246	FRONT FLOAT STRUT	C6UF10151	BROKEN	2 SDRs	PAC
DHC 7	3300	BALLAST	BAO80061	U/S	20060717007	PAC
DHC 8 100	2700	TORQUE TUBE	734187B	U/S	20060801008	NCR
DHC 8 100	2910	SERVO ACTUATOR	A44700009	U/S	20060801009	NCR
DHC 8 100	3220	NLG SHOCK STRUT	8800121	CRACKED	20060831002	NCR
DHC 8 102	2400	WIRE	2431154B10	BURNT	20060707001	ATL
DHC 8 102	2700	HYDRAULIC LINE	82950010141	RUPTURED	20060801005	NCR
DHC 8 102	2900	HYD LINE ASSY	2890410115	CRACKED	20060818001	PNR
DHC 8 200	3240	FLEXIBLE HOSE ASSEMBLY	DSC252A40230	CRACK	20060802009	NCR
DHC 8 300	2730	CABLE CHAINE ASSY	82700562005	WITHOUT CSP CHAIN	20060926001	NCR
DHC 8 300	2910	HYD UNION FITTING	AN81510D	FRACTURED	2 SDRs	NCR
DHC 8 300	3320	LAMP HOLDER	BV33001215	U/S	20060919003	NCR
DHC 8 300	3442	WEATHER RADAR INDICATOR		U/S	20060804004	NCR
DHC 8 300	7312	O-RING	S2L354	DAMAGED	20060928001	QUE
DHC 8 301	5220	MECHANISM EMERG EXIT	85220270001	SIEZED	20060815002	PAC
DHC 8 301	5220	ROD ENDS	MS2764639	SEIZED	20060810001	ATL
DHC 8 301	5280	GUARD ASSEMBLY	83231044005	USED	20060816002	ONT
DHC 8 311	3230	LINE	82970009325	LEAKING	20060704021	PAC
DHC 8 311	3246	OUTER BEARING CUP	L312111	DAMAGED	20060918011	QUE
DHC 8 311	5720	BEARING	DSC5108	WEAR	20060929001	ATL
DHC 8 400	2913	ENGINE DRIVEN HYD PUMP	6617303	HOUSING SPLIT	20060718001	NCR
DHC 8 400	3230	NLG WOW 2/ CENTERING HARNESS		SPLIT	20060811003	NCR
DHC 8 400	3231	NLG DOOR SPRING	478441	BROKEN	20060717004	NCR
DHC 8 400	3242	BRAKE UNIT	216052	U/S	20060901001	NCR
DHC 8 402	2710	FUEL NOZZLE MANIFOLD	82742409-001 AND 410-001	WORN	20060726004	QUE
DHC 8 402	7313		304850901	SERVICEABLE	20060918008	QUE

MAKE/MODEL	IASC	PART NAME	PART No.	PART CONDITION	SDR No.	Rgn
<i>DIAMOND - CANADA</i>						
DA 20 C1	5210	LATCH HOOK	2256136100	CRACKED	20060918003	ATL
<i>DORNIER</i>						
328 100	7160	AIR INTAKE ASSY.	001A716E10000010	U/S	20060822004	PNR
<i>EMBRAER</i>						
EMB 110P1	5411	NACELLE CHANNEL	4A27122201	CRACKED	20060720002	ONT
EMB 110P1	5523	BALANCE WEIGHT SUPPORT	11030120115	CRACKED	20060810006	ONT
EMB 110P1	5524	HINGE ATTACH BRACKET	4A314003	CRACKED	20060720001	ONT
ERJ 190 1001GW	7310	MAIN FUEL PUMP STRAINER	2043M12P03	SHAFT BROKEN	20060915002	QUE
<i>FAIRCHILD</i>						
SA227AC	1410	HYDRAULIC LINE	2781032167	CRACKED	20060815001	ONT
SA227AC	5720	BATTERY SCOOP	2735143003	CRACKED	20060927003	PNR
SA227AC	7720	CANNO PLUG	MS3451L10SL4P	CORRODED	20060901009	ONT
<i>FOKKER - ND</i>						
F28 MK0100	2760	ACTUATOR	233009	U/S	20060919005	PNR
<i>FOUND BROS</i>						
FBA 2C1	5510	FINLET	V201	FAILED	20060920006	NCR
<i>GULFSTREAM - USA</i>						
690D	2121	ECIRCULATION BLOWER	EM6081	BURNT	20060714002	ATL
690D	3010	DE-ICE TIMER	3D249503	FAILED	20060714003	ATL
<i>HUGHES</i>						
369D	3213	LANDING GEAR STRUT	369H600151	CRACKED	20060808009	PAC
369D	5610	WINDOW	369350542	BROKE	20060717008	PNR
369D	6220	UNILOCK	369A7010	UNSERVICEABLE	20060717006	PNR
369D	6320	ROLLER BEARING	369D25146	CRACKED	20060804010	PAC
369D	7921	BLOWER BELT	369D25623	WORN TEETH	20060811002	NCR
<i>LOCKHEED</i>						
188A	6110	BRUSH BLOCK	650566	20060814003	20060814003	PNR
188A	6114	PROPELLER HUB	20060823002			PNR
<i>PILATUS - SW</i>						
PC 12 45	2100	COLD AIR UNIT	9599060114	FAILED	20060706005	ONT
PC 12 45	3221	BRACKET	5531012326	CRACKED	20060905005	ONT
PC 12 45	3230	K601 RELAY	9740926112	FAILED	2 SDRs	ONT
PC 12 45	3246	MAIN WHEEL ASSY	40424	DAMAGED	20060913006	PNR
PC 12 45	5554	RUDDER ASSY.	555401203		20060905004	ONT
PC 12 45	5610	WINDSCREEN SCREW	NAS1581C3T11		4 SDRs	ONT
<i>PIPER</i>						
PA18 150	3221	BOLT	AN626	SHEARED	20060905002	ONT
PA23 250	2720	TUBE ASSEMBLY	1582102	CRACKED	20060712002	QUE
PA28 180	5543	RUDDER TRIM ARM CONNECTOR	6345703	BROKEN	20060925003	ONT
PA31 350	2562	ELT ANTE-NNA	DMQ1811A	20060816006	PNR	PAC
PA31 350	2750	RH DRIVE CABLE	486597	DRIVE SHEARED	20060830003	PAC
PA31 350	3213	LH MILG OLEO SEAL	MS28775335	CUT	20060710002	PAC
PA31P	2400	CIRCUIT BREAKER PANEL	SMOKED	20060811001	PNR	
<i>ROBINSON</i>						
R44	0000	MUFFLER	C1963	CRACKED	20060915001	PNR
R44 II	2120	AIRBOX ASSY	D0571	CRACKED	20060725009	NCR
R44 II	2435	STARTER	31B22111	BROKEN DRIVE	20060815004	PNR

MAKE/MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	Rgn
R44 II	5411	RIB ASSY	C2615	CRACKED	20060725008	NCR
R44 II	6310	ADJUSTMENT BOLT	NAS4283A12	BENT	20060712009	PNR
R44 II	6420	T/R PITCH LINK	B3454	STAKING WORN	2 SDRs	PNR
R44 II	6510	DAMPER BEARING	C0411	ROUGH	20060718003	PNR
R44 II	7314	MOTOR	8187B	FAILED	20060707002	PNR
R44 II	7414	SHAFT	1052947	WORN	20060905001	PNR
R44 II	7820	MUFFLER/TAIPIPE ASSY	C16932	CRACKED	20060725007	NCR
<i>SAB</i>						
340B	3246	MAIN WHEEL	50104882A	U/S	20060929004	PNR
<i>SIKORSKY</i>						
S61L	2910	BOLTS	66WBL200	BROKEN	20060818006	PAC
S76A	0000	MR BLADE	7615009100053	U/S	20060810002	PAC
<i>SWEARINGEN</i>						
SA226TC	2432	WIRE, 4 GAUGE		CHAFED	20060905007	PAC
SA226TC	7320	SPEED SWITCH	3055383	MAFUNCTION	2 SDRs	PAC
ENGINES						
<i>ALLISON</i>						
250-C20	7230	CASE HALVES	6887167	ERODED	20060818005	PAC
250-C20	7323	PT GOVERNOR	23076061	OVERHAULED	20060725006	PAC
250-C20B	2821	FUEL FILTER	03807205	WRAPPING	2006072002	PNR
250-C28	7230	SCROLL	23056109	CRACKED	20060808005	PAC
250-C30P	7230	SCROLL ASSY.	23053990	CRACKED	20060927001	ONT
AE-3007A1	7250	HP1 TURBINE BLADES	23076977	WRONG STANDARD	20060906007	QUE
AE-3007A1/3	7250	HP 1 TURBINE BLADES	23079436	WRONG STANDARD	2 SDRs	QUE
<i>ATCO LYCOMING</i>						
IO-360-L2A	2421	AMPCONNECTOR	U/S	U/S	20060914003	PNR
IO-540-AE1A5	7414	POINTS COVER	CHAFED WIRE	CHAFED WIRE	20060802008	NCR
O-235-L2CM	8011	BENDIX DRIVE	EBB124A	BROKEN	20060726006	PNR
O-320-B2C	8530	RETAINER	A4871	BROKEN	20060712004	ONT
O-320-D2J	8530	MILLENIUM CYLINDER	SLC36005F	CRACKED	2 SDRs	PAC
O-360-E1A6D	7120	BOLT	LW38275	BROKEN	20060918004	ATL
O-540-F1B5	7414	DISTRIBUTOR GEAR	LW13521	BROKEN	20060711004	PNR
O-540-F1B5	8520	CONNECTING ROD BEARING	ES48110	LEAKING	20060808004	PNR
TIO-540-A2B	7920	OIL FILTER	ST203	DEAMINATED	20060726005	PAC
TIO-540-C1A	8530	RING SET	LW121127	CRACKED	20060817006	QUE
TIO-540-F2BD	8120	EXHAUST TRANSITION		CRACKED	20060809002	PNR
TIO-540-J2BD	7421	SPARK PLUGS		FOULED	20060907003	PAC
TIO-540-J2BD	8520	CRANKCASE CASTING	13828	CRACKED	2 SDRs	PNR
<i>BOMBARDIER ROTAX</i>						
914 F3	6122	SCREW	941521	BROKEN	20060929003	PAC
<i>CURTISS WRIGHT</i>						
982C9HE2	8530	VALVE PUSHROD	416453	BROKEN	20060725010	VAR
<i>GARRETT</i>						
TFE731-20AR-1B	2435	SPLINE	30728692	CRACKED	20060919002	ONT
TPE331-10R-511C	7210	BULL GEAR		FAILED	20060728007	PNR
<i>GENERAL ELECTRIC</i>						
CF34-3B1	7230	PIN, FAN BLADE RETAINING	4029T16P13P15	CRACKED	20060821006	PNR

MAKE/MODEL	IASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
PRATT & WHITNEY-CANADA						
JT15D-1	7200	BLEED VLV INTERCONNECT ROD	310562601	WORN	20060706003	PNR
PT6A-114	7910	PRESSURE OIL ADAPTER	3007389	FRACTURED	20060704018	QUE
PT6A-21	7250	COMPRESSOR TURBINE BLADES		FRACTURED	20060704004	QUE
PT6A-28	7210	1ST STAGE PLANET GEARS	310152501	MATERIAL LOSS	20060731002	ONT
PT6A-34	7313	LARGE EXIT DUCT	310926302	U/S	20060929005	PAC
PT6A-50	7230	ENGINE	3031300	FAILED	20060712005	ONT
PT6A-50	0000	FCU	32447531917	FAILED	20060821004	ONT
PT6A-66	7310	P3 PNEUMATIC TUBE	3031829	FRACTURED	20060704016	QUE
PT6A-67AF	7320	P3 LINE	3031829	CRACKED	20060710006	PAC
PT6A-67B	6122	IDLER GEAR	5337050	NEW	20060804006	PNR
PT6A-67B	7240	ENG OUTER BURNER CAN	311583501	FAILED	20060724003	PNR
PT6A-67B	7712	TORQUE LIMITER	32448821	FAILED	2 SDRs	VAR
PT6A-67D	7250	POWER SECTION	3044700	FAILED	20060921004	PAC
PT6A-67D	7931	OIL TRANSFER ELBOW	310047001	FRACTURED	20060704008	QUE
PW119C	2421	SEAL, ALTERNATOR DRIVE		LEAKING	20060802003	NCR
PW120A	6120	ELECTRONIC CONTROL UNIT	7898426009	U/S	20060906019	QUE
PW120A	7931	SEAL	87620136055057	LEAKING	20060804001	ONT
PW123	7200	TUBE ASSYS	MS20219A4	NEW	20060816005	PAC
PW123D	0000	PULLEY	311496001	SEIZED	20060802005	NCR
PW123D	7320	COUPLING	311717503	WORN	20060802007	NCR
PW127F	7722	MECHANICAL FUEL CONTROL	730308OCN8173881	U/S	20060804005	NCR
PW127J	6114	SEAL		LEAKING	20060731012	QUE
PW150A	7931	DIFFUSER TUBE		FRACTURED	20060906023	QUE
PW306A	7322	OIL PRESSURE TRANSDUCER	8198007	DIRTY	20060719001	NCR
PW535A	7250	FUEL METERING UNIT	305265501	SHAFT SHEARED	20060905010	QUE
R-985	7532	NO.4 BEARING	27056CAI	FRACTURED	20060817004	PAC
	8530	GASKET		BROKEN	20060925004	ONT
		PISTON		CRACKED		
PRATT & WHITNEY-USA						
JFTD12A-4A	7321	FUEL CONTROL UNIT	7045402L2	FAILED	20060704011	PAC
JT8D-15	7920	OIL TUBE	793651	LOOSE	20060714001	ONT
JT8D-9A	7200	FCU	7436024	FAILED	20060725002	ONT
R-1340-59	8530	CYLINDER HEAD	399359CR	HAIRLINE CRACKED	20060901004	QUE
WASP S3H1	8530	EXHAUST VALVE PUSHROD	11876	SEPARATED	20060717001	PNR
ROLLS ROYCE - GY						
BR700-715A1-30	7250	HP T BLADE	BRH20351	FRACTURED	2 SDRs	QUE
TELEDYNE CONTINENTAL						
C-90-14F	8520	CRANKCASE		CRACKED	20060810003	ONT
IO-240-B	7322	FUEL PUMP	64936849A1		20060918007	ATL
IO-240-B	8011	CLUSTER GEAR	656762	WORN	2 SDRs	ATL
IO-520-F	8520	CRANKSHAFT	649134	BROKEN	20060920013	PAC
IO-520-F	8530	CYLINDER	T1ST712ACA	SCURED	20060901007	QUE
O-300-A	7820	MUFFLER HEATER	05501579	CRACKED	20060717002	ONT
TURBOMECA						
ARRIEL 1B	7421	IGNITOR	955075400	LOOSE	20060726001	PAC
ARRIEL 1B	8300	ACCESSORY GEARBOX	70BM011030	U/S	20060921001	QUE
ARRIEL 1D1	7230	COMPRESSOR	2292152810	FAILED	20060906012	PAC
ARRIEL 1D1	7230	MO3 GAS GENERATOR	70BM035420	U/S-T1 WHEEL RUB	20060816004	PAC
ARRIEL 1D1	7250	1ST STAGE TURBINE BLADE	2292253850	FAILED	3 SDRs	PAC

MAKE/MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
WILLIAMS						
FJ44-3A	7700	FADEC	76715	FAILED	20060901003	PNR
WSK PZL KALISZ						
ASZ-62IR-M18	7322	CARBURETOR	AKM621RA	LEAKING	20060925002	ONT
PROPELLER						
HAMILTON STANDARD						
14SF-23	6120	SHAFT	87620130101	BROKEN	20060705004	NCR
14SF-7	6112	BULKHEAD	7849141	SEPARATED	20060905006	ONT
HARTZELL						
HC-B3R30-1E	6111	BLADE	R1015255	U/S	20060928005	PAC
HC-B5MP-3C/M10876K	6111	BLADE	M10876ANS	U/S	20060926005	PAC
HC-E4N-3G	6110	THRUST PLATE,	C459	DAMAGED	20060718002	PNR
HD-E6C-3B	6123	HYDRAULIC UNIT	D59901	FAILED	20060831006	PNR
PHC-G3YF-1RF	6113	INNER SPINNER SUPPORT	C35325P	CRACKED	20060714007	PNR
MCGAULEY						
1C160/DTM7557	6110	FWD BULKHEAD	05503214	CRACKED	2 SDRs	PAC
3AF32C	6123	ELECTRICAL HARNESS	C1650130604	WRONG PART	20060821002	ONT
D2A34C58	6114	FERRULE	C3054	U/S	20060928006	PAC
EQUIPMENT						
ABS						
32100021	3246	FLANGE RETAINING RING	50140251	CRACKED	20060824002	ATL
AIR CRUISERS DIV'GAR						
214052200105		LH FLOAT BAG	214052200105	GOOD	20060911004	PAC
214052200107		AFT FLOAT BAG	214052200107	GOOD	20060911003	PAC
BE AEROSPACE						
72067002		OVEN	72067002	U/S	20060725003	ONT
BEECH AIRCRAFT CORP						
99810047		CLEVIS	99810047	SUBSTANDARD	20060906010	PNR
BELL HELICOPTER CO.						
212040001123		SUPPORT CASE	212040054007	CRACKED	20060712007	PAC
CESSNA AIRCRAFT CORP						
17540091		EXHAUST RISER	17540091	CRACKED	20060731004	PAC
55MM		MANUAL	CHAPTER272100	MISPRINT	20060707004	ONT
ELECTRO-MECHANICAL D						
503890571		SHAFT SHEARED		USED	20060724005	PNR
FORD MOTOR CO						
DOFF10300J		RECTIFIER ASSEMBLY	ES4113	DESTROYED	20060808008	PAC
JET ELECTRONICS & TE						
VG204AB	3422	PRELOAD SPRING	568195301	FAILED	20060831003	PAC
KELLY AEROSPACE						
200F5004R		FUEL PUMP	200F5004R	OVERHAULED	20060831001	ONT
MHB6018		STARTER	MHB6028	USED	20060824001	PNR
MZ4222R		BRUSH HOLDER		BINDING	20060925006	PAC
KING RADIO CORP						
071403701		FAN MOTOR	TBL25BLOWER	MELTED, BURNT	20060713002	PAC

MAKE/MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
LAATLE ELECTRONICS CO						
PM1201		STARTER	PM1201	OVERHAULED	20060802006	ONT
MESSIER DOWTY						
10100127		PIN	101505	TIME EX	20060801002	ONT
POINTER INDUSTRIES D						
400010		G SWITCH		WEAK	20060831005	PNR
PS400010		ELT		WEAK	20060714006	PNR
S40010		G SWITCH	PS400010	FAILED TEST	20060707003	PNR
SKYOVX						
14912LS		ACTUATING SOLENOID		UNSERVICEABLE	20060718004	PAC
SKYTREK						
14924HHTH		STARTER	14924HHTH	INTERMITTENT	20060926002	PNR
TECHNISONIC CORP. EL						
TEL82		SWITCH PLACARD	TEL82	SERVICEABLE	20060907001	ONT
UNKNOWN						
C12ST2		STARTER	C12ST2	WORN	20060707006	ONT

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HANGAR NOISE

Confident Your Aircraft is Airworthiness Directive compliant? How to make sure.

Introduction:

Transport Canada Civil Aviation (TCCA) has recently been advised of questions generated by some end users of our Continuing Airworthiness Web Information System (CAWIS), in particular the Airworthiness Directive (AD) module. Some users seem to think that CAWIS will provide a comprehensive list of applicable ADs on their aircraft by simply entering the aircraft registration mark. Although, CAWIS will provide a list by aircraft registration marks, it cannot be considered comprehensive.

This article will address the AD module of CAWIS and the aircraft owner's ability to retrieve applicable ADs for his aircraft. A step-by-step approach to achieving this task will be outlined below.

Functionality:

The intention of CAWIS is to provide a listing of ADs applicable to your aircraft, by registration mark, or make and model. Application and aircraft configuration plays a part in the ability to generate an all-exclusive applicability list of ADs, based solely on the aircraft registration.

TCCA will not issued ADs against amateur-built, owner-maintained or ultra-light aircraft. AD are issued against certified aeronautical products for which a type certificate (TC), supplemental type certificates (STC), limited supplemental type certificates (LSTC) and appliances certified to Technical Standard Orders (TSO), have been issued.

ADs applicable to other than the Aircraft, Engine or Propeller are identified as Miscellaneous Equipment ADs, and will not be listed against the aircraft registration mark.

Step-by-Step AD Research:

The following can be used as a guide to produce and verify a listing of ADs, which have been entered in the CAWIS database against the aircraft registration mark. This listing is in accordance with the Aircraft, Engine and Propeller Model data as identified within the database. A miscellaneous equipment AD listing will have to be produced and verified separately, regardless of aircraft registration mark entered.

First step - Airframe, Engine and Propeller ADs:

On the CAWIS AD home page, enter the last four letters of the aircraft registration mark. The list generated will provide all ADs for the Aircraft, Engine and Propeller by model applicability. It is important that the generated AD list be verified regarding Aircraft, Engine and

Propeller models stated. Aircraft information is updated upon initial registration and annually, when the Annual Airworthiness Information Report (AAIR) is completed. Therefore, the model stated may be different if it has changed since the last AAIR. This may have been done through the implementation of an STC for example. If this is the case, the "Advance Search" capabilities will have to be utilized to enter your specific product model.

A review of the AD should quickly identify if it is applicable to your particular model, serial number, configuration and/or equipment installed. After this listing has been reviewed for ADs applicable to your aircraft, retain the listing for a historical record and future reference.

Second Step - Miscellaneous ADs:

ADs applicable to anything other than the Aircraft, Engine or Propeller, are contained in a separate Miscellaneous Equipment AD list. A Miscellaneous Equipment AD listing will be produced and verified separately, regardless of aircraft registration mark, make or model.

A Miscellaneous Equipment AD list can be produced using the "Advance Search" window. Within this window use the "List Miscellaneous Equipment ADs" and click on "All ADs". This extensive listing will be alphabetical by Manufacturer or STC number regardless of the registration mark. The initial review of this listing, and determination if the ADs are applicable to your aircraft, will be a tedious task. After this listing has been reviewed for ADs applicable to your aircraft, and after all applicable ADs have been identified, retain the listing for a historical record and for future reference.

Owners of amateur-built, owner-maintained or ultra-light aircraft can also use "Advance Search" function to verify ADs applicable against equipment installed on their aircraft. ADs may appear against the registration marks if your aircraft model was Type Certified (TC) and is now owner-maintained.

Third Step - Maintaining the AD applicability lists:

The airframe, engine and propeller AD list generated within step one, can be easily maintained by using the "Advance Search" window. Locate the statement "Find Specific ADs by...Registration Mark C-". Enter the last four letters of your aircraft registration mark and click on "Recent ADs". The generated list (aircraft, engine and propeller models) will be recent ADs according to aircraft registration mark.

Within the “Recent ADs” list, ADs added to CAWIS within the past seven days (New) will be identified by a check mark. Those ADs without a check mark have been added within the last thirty days. If no ADs have been added within the last thirty days the generated list will be blank under each of the Aircraft, Engine and Propeller model titles.

The Miscellaneous Equipment AD list generated within step two, can also be easily updated by using the “Advance Search” window. Locate the statement “List Miscellaneous Equipment ADs” and click on “Recent ADs”. This list will be all Miscellaneous Equipment ADs added to CAWIS regardless of aircraft registration mark.

Miscellaneous Equipment ADs added to CAWIS in the past month “New” will be identified by a check mark. Those ADs without a check mark have been added within the last six months. If no Miscellaneous ADs have been added within the last six months the generated list will be blank.

On the AD home page there is a “Recent” function that can be used. The list generated is all ADs added to CAWIS regardless of aircraft registration mark or aircraft manufacture. This list will also have all miscellaneous equipment ADs. The same criteria as identified above regarding New or later added ADs will apply.

Summary:

The three steps indicated above should be helpful in review, verification and determination of applicable ADs against your aircraft model in accordance to serial number, configuration and equipment installed.

Read the fine print on the screen to be alerted of the functionality and cautions to be aware of during your AD review. Take note of the fine print on the web pages and review the *Canadian Aviation Regulation 593* for aircraft owner responsibilities to request continuing airworthiness information directly from the manufacturer.

Aircraft owners should establish a scheduled time to verify compliance with all ADs applicable to their products and when uncertain of the applicability against your aircraft, contact the nearest Transport Canada Civil Aviation Regional Office. ✖

Congratulations...
...to the winner of our door prize:

Brad Ford

Pacific AME Symposium in Vancouver

FAA UNAPPROVED PARTS NOTIFICATION (UPNs)

Published by: *FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125. UPNs are posted on the Internet at: <http://www.faa.gov/avr/sups/upn.cfm>*

NO. 2006-00058

ISSUED 5 OCTOBER 2006

Affected Parts

Hot air balloons.

Purpose

The purpose of this notification is to advise all aircraft owners, manufacturers, maintenance organizations, and parts suppliers and distributors regarding improper maintenance performed on hot air balloons.

Background

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that between August 2002 and November 2005, Micki's Balloon Repair (Micki's), located at 4005 W. Pinecrest Drive, Marshall, TX 75670, improperly repaired and approved for return to service various hot air balloons. Micki's holds FAA Air Agency Certificate No. MKOR497X.

Evidence indicates that Micki's approved for return to service hot air balloons that were not maintained in accordance with the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness.

Discrepancies noted in Micki's practices included, but are not limited to, the following:

- The use of unapproved fabric in the repair of various balloons. No certificate of equivalency could be produced for the fabric used. Specifically, Micki's used a Kenyon Industries, Inc., 70D/34 1.9 OZ RIP T95 T66 fabric, which is not authorized by the Aerostar maintenance manual.
- Failure to produce certification documents for various rolls of balloon material used in the repair process.
- Failure to maintain a current repair station/quality manual.
- Failure to maintain tools that are used to make airworthiness determinations in a current calibrated status.
- Failure to properly segregate unserviceable parts from serviceable parts.

Recommendations

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, and parts distributors

should inspect their aircraft, aircraft records, and or parts inventories for any balloon repair work accomplished by Micki's between August 2002 and November 2005. If any repairs were performed, appropriate action should be taken. If any of the referenced fabric is found in existing inventory, it is recommended that the fabric be quarantined to prevent installation until a determination can be made regarding the fabric's eligibility for installation.

Further Information

Further information concerning this investigation, and guidance regarding the above-referenced maintenance, can be obtained from the FAA Flight Standards District Office (FSDO) given below. The FAA would appreciate any information concerning the discovery of the fabric from any source, the means used to identify the source, and the action taken to remove the fabric from aircraft and/or stock.

This notice originated from the FAA Dallas FSDO, 3300 Love Field Dr., Dallas, TX 75235, telephone (214) 902-1800, fax (214) 902-1862; and was published through the FAA Suspected Unapproved Parts Program Office, telephone (703) 668-3720, fax (703) 481-3002.

NO. 2002-00062

ISSUED 3 NOVEMBER 2006

Affected Parts

Various aircraft parts.

Purpose

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding the unapproved status of aircraft parts sold by Standby Parts, Inc., an aircraft parts distributor.

Background

Information received during joint investigations conducted by the Federal Aviation Administration (FAA), the Department of Transportation – Office of Inspector General, and the Federal Bureau of Investigation revealed that between September 1999 and April 2002, Standby Parts, Inc. (Standby Parts), a parts distributor previously located at 120 Penn Street, El Segundo, CA 90245, sold aircraft parts using fraudulently produced documents.

Evidence indicated that Standby Parts made or caused to be made invoices, part certifications, and FAA 8130-3 Airworthiness Tags that contained false statements regarding the actual condition of aircraft parts. Between

September 1999 and April 2002, Standby Parts purchased various aircraft parts known to be in a "repairable" or "as is" condition. Through Daniel Larue Booker, an FAA Designated Airworthiness Representative (DAR), and George G. Thompson, owner of TATCO, a repair station, Standby Parts obtained FAA 8130-3 tags that falsely represented the parts as being in a new condition. Some of the parts inspected and approved for return to service by TATCO were outside the repair station's ratings and limitations. Some of the FAA 8130-3 tags issued by Daniel Booker were for parts never inspected by the DAR.

Recommendations

Regulations require that type-certificated products conform to their type design and be properly maintained. Aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors should inspect their aircraft and/or parts inventory for aircraft parts sold by Standby Parts between September 1999 and April 2002. If any are found installed on aircraft, appropriate action should be taken. If any are found in existing aircraft stock, it is recommended that they be quarantined to prevent installation until a determination can be made regarding their eligibility for installation.

Further Information

Further information concerning this investigation, and guidance regarding the above-referenced parts, can be obtained from the FAA Flight Standards District Office (FSDO) shown below. The FAA would appreciate any information regarding the discovery of the above-referenced parts from any source, the means used to identify the source, and the actions taken to remove the parts from aircraft and/or stock.

This notice originated from the FAA Los Angeles FSDO, 2250 East Imperial Highway, Suite 140, El Segundo, CA 90245, telephone (310) 215-2150, FAX (310) 649-5680; and was published through the FAA Suspected Unapproved Parts Program Office, AVS-20, telephone (703) 668-3720, FAX (703) 481-3002.

NO. 2006-00157

ISSUED 15 NOVEMBER 2006

Affected Parts

Aircraft accessories and instruments.

Purpose

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors regarding improper maintenance performed on aircraft accessories and instruments.

Background

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that Fat Angel Aviation Services, Inc. (Fat Angel), located at 737 South Point Blvd. Suite G, Petaluma, CA 94954, improperly maintained and approved for return to service aircraft accessories and instruments. Fat Angel formerly held Air Agency Certificate No. OFGR270L with Accessory Class 1 and 2 ratings, and Limited rating (specialized services). The FAA has not been able to determine the total number of parts affected or the timeframe in which the improper maintenance occurred. Discrepancies noted in Fat Angel practices included, but are not limited to, the following:

- Maintaining and approving for return to service various instruments without holding an instrument rating.
- Approving for return to service instruments and accessories described as having been repaired without being inspected or repaired using acceptable methods, techniques, and practices.
- Performing instrument and accessory repairs without using required approved data.
- Failing to maintain instruments and accessories in accordance with Continuous Airworthiness Maintenance Program manuals.
- Failing to properly document instrument and accessory repairs.

Recommendations

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors should inspect their aircraft, aircraft records, and/or parts inventories for any aircraft instruments or accessories that were approved for return to service by Fat Angel.

If these instruments or accessories are found installed on aircraft, appropriate action should be taken.

If instruments or accessories are found in existing inventory, it is recommended that they be segregated to prevent installation until their eligibility for installation is determined.

A partial list of instruments and accessories that have been approved for return to service by Fat Angel can be viewed at [http://www.faa.gov/aircraft/safety/programs/sups/upn/media/2006/UPN 2006-00157 Partial Parts List.doc](http://www.faa.gov/aircraft/safety/programs/sups/upn/media/2006/UPN%2006-00157%20Partial%20Parts%20List.doc).

Further Information

Further information concerning this investigation, and guidance regarding the above-referenced instruments and accessories, can be obtained from the FAA Flight Standards District Office (FSDO) given below. The FAA would appreciate any information concerning the discovery of the above-referenced instruments and accessories from any source, the means used to identify the source, and the actions taken to remove the instruments or accessories from aircraft and/or stock.

This notice originated from the FAA Oakland FSDO, 1420 Harbor Bay Parkway, Suite 280, Alameda, CA 94502, telephone (510) 748-0122, fax (510) 748-9559; and was published through the FAA Suspected Unapproved Parts Program Office, AVS-20, telephone (703) 668-3720, fax (703) 481-3002. ✱



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Airworthiness Directives

www.tc.gc.ca/CivilAviation/certification/continuing/ad.htm

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Service Difficulty Advisories

www.tc.gc.ca/CivilAviation/certification/continuing/Advisory/menu.htm

Web Service Difficulty Reporting System (WSDRS)

www.tc.gc.ca/wsdrrs/

Airworthiness Notices

www.tc.gc.ca/civilaviation/maintenance/aarpc/ans/menu.htm

Airworthiness Manual Advisory Index

<http://www.tc.gc.ca/CivilAviation/certification/guidance/menu.htm>

Aircraft Maintenance & Manufacturing Staff Instructions (MSI)

www.tc.gc.ca/civilaviation/maintenance/aarpc/msi/menu.htm

Aircraft Maintenance and Manufacturing Policy Letters (MPL)

www.tc.gc.ca/civilaviation/maintenance/aarpc/mpl/menu.htm